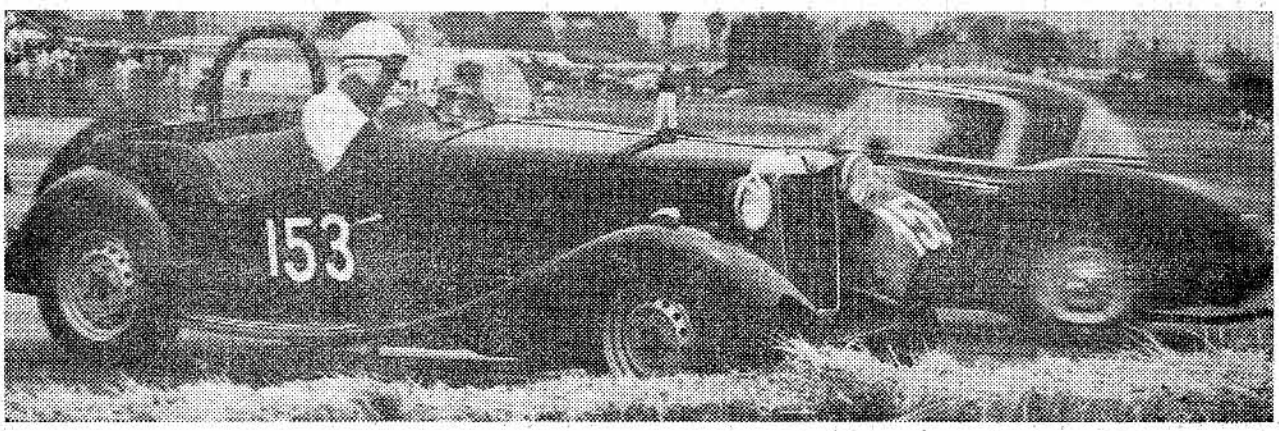
Scarab Finally Wins!

See Page 1

MOTOR RACING

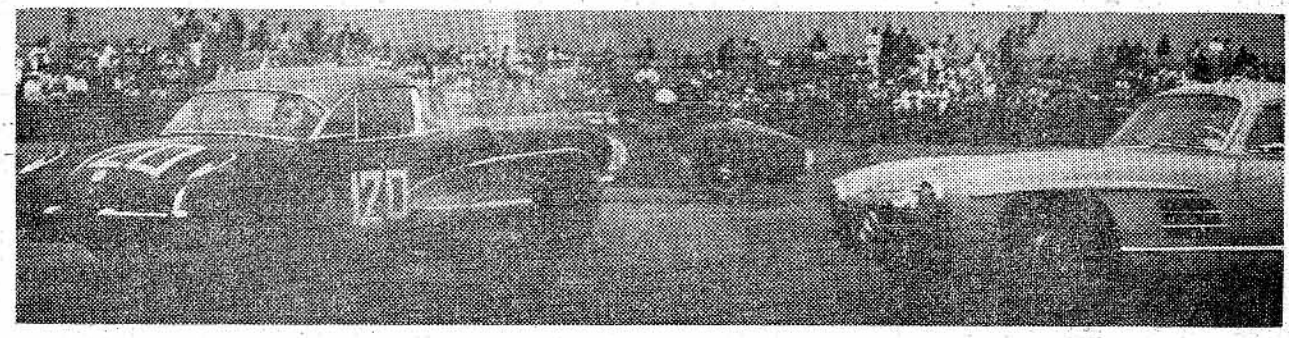
Vol. 3—No. 17 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © 44 June 13-20, 1958

SPIN-HAPPY NOVICES AT SANTA BARBARA



—Marvin Reichler

WRONG WAY, ART—Action on Turn 9 of the Saturday dicing at Santa Barbara included this whirl by Art White in No. 153. Maxwell Gordon goes by in Austin Healey coupe in background. This occurred in Race A for novices, won by John Peters in Porsche Spyder. White recovered, ultimately placing last among 32 finishers from 42-car field. He'll try again June 28-29 at Riverside.



—Marvin Reichler

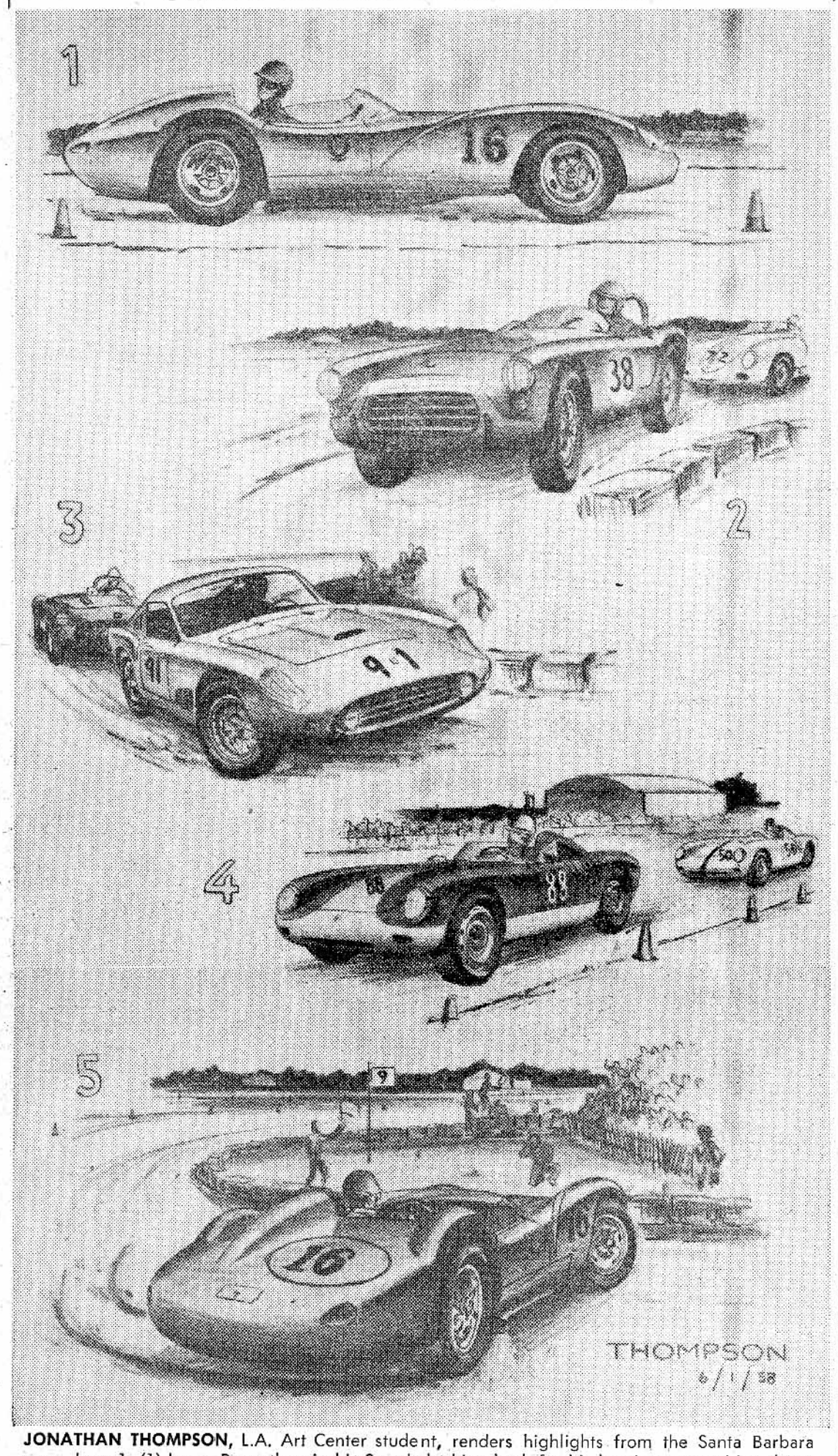
SAYLOR, BEWARE!—Same event saw Arthur Saylor pull a "which way did they go?" spin on Turn 9 in his Corvette. At right is Gel Brown, No. 51 M-B 300SL, while in background is Jerry Ostland, No. 81 TR3. Saylor placed 11th, Ostland 8th and Brown 9th overall. Large turnout of novices indicates ample supply of drivers and cars despite the high cost of living and dicing.

BRYAN INDY VICTOR; O'CONNOR KILLED

See Page 1

U.S. CARS 1-2 OVER FERRARIS AT STA. BARBARA

Santa Barbara Sketch-Book



JONATHAN THOMPSON, L.A. Art Center student, renders highlights from the Santa Barbara races June 1. (1) Lance Reventlow in his Scarab looking back for his lagging competition down the straight; (2) Bill Love in the AC Bristol followed by Jimmy Moore in Porsche as they one-twoed; (3) Jim Connor piloting George Reis, Jr.'s Ferrari Berlinetta into the lead on Turn 9 followed by Andy Porterfield, Corvette; (4) Jack McAfee scooting ahead of Ken Miles in an almost dull runaway victory, both in Porsche Spyders; (5) Reventlow spins his Scarab on Turn 9, but he had 20-sec. lead over Max Balchowsky at the time, recovered quickly and went on to win the 25-lap feature. Great future is predicted for the Corvette-powered Scarab.

Reventlow's Scarab Wins; McAfee Tops Miles Twice

SANTA BARBARA, June 1 — Prototype of America's No. 1 sports car racing marque, the long-heralded Scarab-Corvette, finally hit the winner's circle here today under a capable manipulating job by its owner-backer, Lance Reventlow.

The Beverly Hills scion, showing continued track know-how, won the 25-lap (55-mile) big-bore modified feature before a goodly throng over the 2.2-mile Santa Barbara Municipal Airport course at near-by Goleta. This despite a 20th lap spin on Turn 9 which cost him about 6 seconds. He regained control, re-

(See Feature Charts on Page 6)

turned to the course and continued on to win by 8 seconds over another American product—Eric Hauser's Buick-powered "Old Yeller," driven by Max Balchowsky.

Third was taken by Richie Ginther in a Ferrari 250 Testa Rossa, a second back of Balchowsky, followed by Johnny von Neumann, Ferrari 750TR and Jack McAfee, "Pooper." Reventlow's average was 78.4mph.

FLAGMEN INJURED

The weekend meet was marred by a mishap yesterday wherein two flagmen—Dave Necco, 27, Long Beach, and Beach Rising, 60, Los Angeles — were injured when struck by a hay bale marker which was sent flying by an out-of-control Corvette piloted by Frend Grant, Los Angeles. Rising was the more seriously injured

(Continued on Page 6, Col. 5)

Bryan '500' Victor; O'Connor Killed in First-Lap Accident

(By Special Correspondent)

INDIANAPOLIS, May 30—A heavy pre-race favorite, Jimmy Bryan, Phoenix, Ariz., wheeled the Belond-AP Special to victory in the 42nd Annual 500-mile International Sweepstakes classic here today before 175,000 fans, the event being marred by a first-lap, 15-car pile-up resulting in the death of Pat O'Connor, popular North Vernon, Ind., driver.

One of the worst starts in speedway history was a contributing factor. It was pre-arranged for the pace car, driven by Sam Hanks, to take two laps instead of the usual one, and all drivers had been admonished to remain behind the pacer until given the green flag.

PACER FOURTH!

Somehow, Hanks came to be running a poor fourth behind the front-row three cars handled by Dick Rathmann, Ed Elisian and Jimmy Reece as they emerged from the pit area. Hanks pulled into the pit area after his two laps but the field was still very ragged and no one thought a start signal would be given. However, Chief Steward Harlan Fengler instructed Starter Bill Vandewater to wave the green on the next circuit despite the miserable lineup. The traditional geometrical array of 11 rows of 3 cars abreast was nowhere even vaguely hinted.

A "trophy dash" ensued between Rathmann, Miami, Fla., and Elisian, Oakland, Calif. The latter went into the northeast corner "about 50mph too hot."

(Continued on Page 5, Cols 1-2)

USAC BOARD LIFTS BAN ON ELISIAN

INDIANAPOLIS, June 6 — An appeal filed by Driver Ed Elisian was upheld here today by USAC's directors, lifting the suspension invoked after the Memorial Day "500" first-lap wreck in which Pat O'Connor lost his life and many cars were involved.

USAC gave Elisian a "temporary license" after acting on "new information" reviewed following the ban, announced by USAC Director of Competition Duane Carter May 31. The directors felt they "could not prove errors in judgment."

USAC President Tom Binford pointed out that Elisian had never previously lost control in five Indy starts.

Earlier this year Elisian had been under a USAC ban for "excessive gambling," and it is known he was some $30,000 in debt. The ban was lifted shortly before Indy qualifications, in an apparent effort by officials to give Elisian a chance to earn prize money to help straighten out his tangled financial standing.

Cars Up For Tax Sales

Three cars and other equipment from the vast Tony Parravano scuderia are involved in sales authorized by the Internal Revenue Service, MOTORACING has been informed.

The first is scheduled in San Diego, where sealed bids are being sought on a 1955 Ferrari Spyder, motor No. 0484LM, along with a 1951 Chevrolet pickup and a race car trailer plus miscellaneous gear. Bids will be opened June 17 and should be addressed to: Robert T. Deardorf, Internal Revenue Service, 3755 Sixth Ave., San Diego 3, Calif.

On June 20, a public auction is set at 7728 Burnett St., Van Nuys, Calif., 1 p.m., involving a 1955 Ferrari Monza, motor No. 0538M, a 1956 Maserati 450S, motor No. 350, and an auto trailer, all in separate transactions.

Required forms and other data may be secured from any district IRS office in Southern California.

Ron Flockhart Badly Burned

ROUEN, France, June 6—Ron Flockhart, popular British driver, was seriously injured today as the result of two separate mishaps. Driving a Lotus while practicing for the Grand Prix of Rouen, Flockhart crashed and hit two cars, his mount catching fire.

He was extricated before being too badly burned and transferred to an ambudance. Somehow the latter caught fire from sparks flying from the crashed Lotus and Flockhart was more seriously burned than before.

CLASSY FIELD DUE FOR LAGUNA SECA JUNE 14-15

MONTEREY, June 7 — If the driver roster is an indication of the success of a sports car race, the Laguna Seca affair June 14-15 will be a dilly.

Entries are beginning to pour back into San Francisco's Sports Car Club of America offices. Clark McCartney, SCCA Regional executive, predicted months ago that the entry list would be lengthier than that for last November's Pebble Beach classic, run on the fabulous Laguna Seca course.

TOP NAMES

So far, in the fold are such high-powered names as Jack McAfee, Sammy Weiss, Bob Oker and John Miller—names as synonomous with Northern California speed as Testa is to Rossa.

On the distaff side, Ruth Levy, SCCA women's high point champion, will be up from Los Angeles. She will drive one of John Edgar's RS Spyders.

Weiss and McAfee will be remembered by Pebble Beach fans as the two who battled it out during the Pebble Beach Cup Race. Weiss finally won, with McAfee second.

Admission is $2 Saturday, $3 Sunday, with a combination for both days available for $4.

Dutch GP Won by Moss

ZANDVOORT, the Netherlands, May 26—Scoring one of its few major triumphs, the British Vanwall finally hit a good stride under the expert guidance of Stirling Moss in winning the Dutch Grand Prix here today before 60,000 fans. He averaged 94.5mph over the 2½-mile circuit.

Harry Schell, American driver who resides in Paris, was 2nd in the BRM, 47.9sec. astern, while Jean Behra, France, was third in another BRM another minute back. Roy Salvadori, Cooper, was 4th, and Mike Hawthorne, Ferrari, 5th. American Masten Gregory was sidelined when his Maserati's engine blew.

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• Racing Pow-Wow

By Maury Powell

LET'S RETURN TO THE GOOD, OLD STARTS, TONY!

RIGHT AFTER last year's fouled-up start at Indianapolis, when two drivers collided on the parade lap and were sidelined, slicing the field from 33 to 31, Speedway Owner Tony Hulman stated something to the effect "it would never happen again," and the traditional start of 11 rows of 3 cars abreast would be re-instated this year.

As is well-known by now, the hokeyed-up single-file parading was tried again for some silly reason, and about half of the field was wrecked, Pat O'Connor, one of the finest men we've ever met, was killed and a couple more drivers—Jerry Unser and Dick Rathmann—were lucky to escape with minor injuries.

Please, Tony, stick to your guns next year, huh?

Wilson Impressed at Colorado

Tom (Hey, You!) Wilson was on hand for the La Junta, Colo., races and reports he was much impressed with the ability of Ray Jones, the Tulsa, Okla., ace who handles the piloting chores on A. D. Logan's Monza-engined Ferrari TR. . . . Also liked the work of Jack Hinkle in his own Maser 200S1, Bobby Donner of Porsche fame, Charley Hughes in a new special powered by a 300SL mill, and Patsy Randle, doll of a driver from Newcastle, Wyo. . . . Tom says Temple Buell fielded the ex-Fangio 5-liter Maser, but valve trouble kiboshed it; says George Cary should try for its entry in Southland races.

That $500 Fangio picked up from Publisher Floyd Clymer for having his Indy entry accepted was assigned to the Damon Runyon cancer fund . . . Fangio's manger, Marcello Giambertone, claims Jean Behra, French ace, and Stirling Moss, will try the "500" next year. . . . To all of you kind readers who sent congratulations on MOTORACING's tabbing Jimmy Bryan to win—thanks; we're accepting all offers for handicapping chores at courses for horses or horsepower.

Just about everyone in the auto racing dodge knew that $5 a head was the big draw-back to Riverside's Big Three 500-mile race promotions. . . . Everybody, that is, but the promoters . . . If the USAC events, which feature top names, couldn't cut the mustard hereabouts within past months at $2 and $3, why did they delude themselves with so-so names at $5? . . . They thought "500" was the magic number, but it's my guess that even a Mille Miglia wouldn't have brought in more than a couple hundred extra fans. . . . Not under the present "recession" conditions, at any rate. . . . When race promoters put on their shows for a realistic tab, maybe $1.50 or $1.75, they'll make realistic profits, is our view.

Flagging Is Dangerous Anymore

Anyone for race flagging? . . . Two men were hit at Santa Barbara and one at Riverside. . . . Latter was Clarence Dial, says Renee Scheuer, and points out he rushed down a bank to perform his duty at Turn 4 when a car flipped. . . . Dial's ankle broke, but he remained at his post of yellow-flagging until the corner was cleared, then collapsed from pain. . . . After treatment at the hospital, you guessed it, he returned to the races, spectating from the official stand. . . . Renee says Hal Grist and his flagging crew worked mighty tirelessly all three days and deserve a typographical kudo. . . . Apropos of flagging, it'll be the Riverside Foreign Car Club (presided over by Steve Mason) which agitates the gonfalons Oct. 11-12 for the USAC pro show at Riverside.

June 13 marks the opening of the Grand Prix Restaurant's Pre-Grid Room (oh, we like that name!) with a party honoring George Ashie, aka the Crazy Arab, whose towing and metal-repair facilities have been provided for many a race meet gratis. . . . Ted Davis, the GP's PR man, explains that the guy who's been making apologies for Mary Davis (no relation) finishing second in the recent Econ Run because her Plymouth was allegedly stuck in second gear, is all wet. . . . She was simply beat out fair and square by a chap who's been at the game many, many years—Pearce Venable, in a team car.

Another Sports Car Film Due

Recent GP visitors included Donn Hale Munson, MOTORACING'S Washington correspondent, and Paul Bailey of Charlotte, N. C., who's here to tech advise on a new sports car film presently titled, "Speed Crazy," but which Paul hopes will be re-titled, "The Relentless." He says the accent will be on action, not sticky plot, as another recent sports car thing about which the less said the better.

Got tire problems? Joe Evans claims he's rounded up just about all the U. S. Royal Master WSW XP140 shoes on the Coast. . . . These 6-ply tires are okay for 140 mph work without high-speed flutter, he emphasizes. . . . Frank (Mr. A.) Allen and Pat Hanna augment their Mon-thru-Sat Motor Classics KBLA radio show with a hifi program on Sundays at 8 p.m.

If Bill Dantzscher reads this, will he please come into our office and take care of those Sports Car bible requests? . . . Dick Morgan of CAMCO reports all VW owners using his equipment are tickled pink with results. . . . His VW X2 engie, a 60hp job, is a real goodie. . . . CAMCO handles individual parts, complete engines and difficult assemblies requiring special tools. . . . There's where you can make a TR (as in Testa Rossa) out of a VW.

Quite some time ago we gave up on making our first million and started on bundle No. 2 . . .The proposition offered by Eric Hauser elsewhere in our ad section looks like just the thing. . . . As we noted somewhere recently, "Money isn't everything, but it's away ahead of whatever's in second place."

CAGLE HONORED FOR RACING CONTRIBUTIONS

INDIANAPOLIS, Ind., May 27—Clarence Cagle, superintendent of grounds at the Indianapolis Motor Speedway since 1948, tonight received the Champion 100-Mile-An-Hour Club's 1958 award for his "outstanding contributions and loyalty to the racing fraternity."

New members of the club on hand tonight for the first time, after meeting the entrance requirements in the 1957 event, were Johnny Boyd, Gene Hartley, Marshall Teague and Jack Turner.

MOTOR RACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:

725 N. Western Ave., Suite 14
Los Angeles 29, Calif.
HOllywood 2-6388

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L.A. 8; or phone AXminster 2-0287. Ask for Joyce.

Gus V. Vignolle.....Editor
Maury Powell...Business Manager
Bill Harmer .....Advertising
Norman Woodman.....Adv. Rep.
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Advertising Rates on Request

YEARLY SUBSCRIPTION RATES: Domestic $3 - Foreign $4
Second class mail privileges authorized at Los Angeles, Calif.
Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

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MOSS, ASTON MARTIN, NURBURGRING VICTOR

By W. Robert Nitske

NURBURGRING, Germany, June 1—David Brown's vaunted Aston Martins, which had been showing much speed at Nassau, Sebring and elsewhere but had been subject to various mechanical ailments, finally delivered to expectations here today in the 1000Km. of Endurance.

Britisher Stirling Moss drove 38 laps and his co-driver Australian Jack Brabham 7 on the 14.2-mile circuit, their car finished 3min. 44sec. ahead of the Ferrari wheeled by Britishers Mike Hawthorne and Peter Collins. The latter were 6min. 4sec. in front of another Ferrari driven by Count Wolfgang Von Trips, Germany, and Olivier Gendebein, Belgium.

Luigi Musso, Italy, and Phil Hill, Santa Monica, Calif., were fourth in a Ferrari. Moss' winning time was 7hrs. 23min. 33sec., an average speed of 84.5mph.

Bisch 100-Mile Race Victor; Garrett Hurt

MILWAUKEE, Wis., June 8—Earning $4000 from the huge $16,300 purse, Art Bisch, Phoenix, Ariz., won the first USAC 100-mile National Championship race of his career here today at State Fair Park, averaging 94.01mph.

Tony Bettenhausen, Tinley Park, Ill., was 2nd; Jimmy Reece, Indianapolis, 3rd; Johnny Thomson, Boyertown, Pa., 4th; and Johnny Boyd, Fresno, Calif., 5th. Billy Garrett, Burbank, Calif., was running 4th at the 54th mile when he spun, crashed into the retaining wall and was knocked unconscious. Preliminary diagnosis indicated a neck injury.

ACE-HIGH WINS

Robert C. Slaughter teamed with Vic Manelli to win the 2nd annual Ojai Valley Rally Sunday, June 8, with their winning hand in the poker event being an ace-high straight. Art & Myrtle Snyder got 3-of-a-kind for 2nd, as did Lloyd Smith & Tom Denner for 3rd.

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Slightly Modified

BY W. R. C. SHEDENHELM

HEY, WERE you over on Turn 3 at Santa Barbara during Race 3 on Saturday? Donald Dickey had beat Jimmy Moore by one second, see, and came barrelling around in his Porsche Carrera on his cool-off lap. Whoops, off the course he went, smack dab into the ditch. Laugh? We thought we'd die.

SHEDENHELM

We think that Dickey should have been made to take his Victory Lap on foot.

In driving up to Santa Babs, we took the long way around, through Ojai and Santa Maria, as we wanted to stop and see the La Purisima Mission near Lompoc.

MISSION ACCOMPLISHED

If we have one mission in life, is is this one. While we were wandering around, we kept hoping that some tourist-lady would ask us if we liked the place, just so we could say, **"Like it, Mam . . . we built the ruddy thing!"** We actually did, you know, back in 1941 when we were in the C.C.C.

We did some archeological digging the first month or so, then got put on the adobe brick-making detail, which we didn't like much. We finally went over the hill when we were made Camp projectionist and had to show Bobby Breen's "Rainbow on the River" three times. This proved more than heart and stomach could stand.

BLADDER TROUBLE

Back to sports cars: How about that driver at Santa Barbara who wore the big, full-coverage helmet with the plastic bladder inside, which bladder being filled with martinis which fed into his mouth through a tube cunningly concealed in his beard? The helmet liner was not exactly non-resilient, but the driver sure was. He was absolutely stiff.

WE WENT FOR MILES

After the Sunday's racing, we were standing around the airport bar, hoping that someone would offer us a beer so that we wouldn't have to walk all the way back to the start-finish line to cadge one from George, the Crazy Arab, when we came face to face with this certain driver. Okay, we'll be a name-dropper and admit that it was Ken Miles.

"Congraulations!" we said, kind of automatic like, without thinking. He eyed us rather coldly.

"Congratulations for what, may I ask?" he asked.

We had momentarily forgotten that he had been beaten in the main event by the Jack the Bear, a situation not very apt to produce happiness and light for Miles.

"Well, ah . . ." we stammered, trying to clear our foggy little brain, "Congratulations on winning the Formula Libre race in the Talbot Lago Grand Prix car," we said quickly, not mentioning that this car had been the only Formula Libre car in the event.

"Oh, yes, that one," he said, with a distant unhappiness, as he turned away. "Thank you veddy much."

That should teach us not to compliment lightly.

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• Vignettes

By Gus V. Vignolle

DER BLACK FOREST ELFS ARE WORKING OVERTIME, YA?

"The buyer needs a hundred eyes, the seller but one."—ANON.

SALES OF THOSE Detroit elephants are off 33%, or 1,200,000 units behind last year's pace. And dealers find themselves with 800,000 unsold new cars.

Quite the reverse is true of those little foreign cars, the public continuing to tire of all the chrome hoopla and razzmatazz.

Import sales in 1957 amounted to 206,827, about 3½% of the total auto market. In 1952 they sold 28,961. They're predicting they'll sell nearly 100,000 more cars this year than in 1957. This would be about 7% of all auto sales in the U.S.

Although the Big 3 are watching this like a hawk, insiders say the market must be at least a half- million before they produce a small job.

Ach Himmel! Cry VW Rivals

Meanwhile, the authoritative Motor Registration News of Oakland reports that the amazing German Volkswagen has jumped from 10th place to 7th for ALL new passenger car registrations in California. Incidentally, VW has just opened a new factory to handle the business. Only Chevrolet, Ford, Plymouth, Oldsmobile, Pontiac and Buick in that order were ahead of VW for the first three months of the year. Sales totalled 4010. The car, of course, is No. 1 among the imports.

Detroit sales for the state in March, 1957, were 50,852 as compared to 31,224 for last March, while the VW figure jumped from 982 to 1407 (5th place for the month among ALL cars).

California registrations for all imports in March, 1957, were 3210, and for the same month this year 4510, or 1300 more units.

For the first quarter of '58 behind the Volks come Renault, Fiat, Volvo and Opel. That's German, French, Italian, Swedish and German sedans among the first five.

Closed Car Largest Import Market

Where are the British? Not until No. 6 do you find an English job—Hillman. English Ford is 7th, MG 9th, Triumph 10th, Morris 12th, Vauxhall 13th, Austin-Healey 15th, Jaguar 17th, etc. The first actual sports car is the 9th place MG.

It is obvious that the big import market is in closed cars.

Once the big guns among the imports, the British are far down now. Their sales have more or less remained static, while the German, French, Italian and others have made tremendous gains.

For the first eight months of 1957 in the state the MG was third behind VW and Volvo. English Ford was 5th, TR 7th, Hillman 8th, Healey 10th, Jaguar 13th, Morris 14th, etc. Only Hillman and Morris bettered their positions.

Biggest gain was by Fiat—from 16th to 3rd.

This seems to reflect the national picture, and don't be surprised if the English sink even more once the Japs get rolling with their two cars.

★

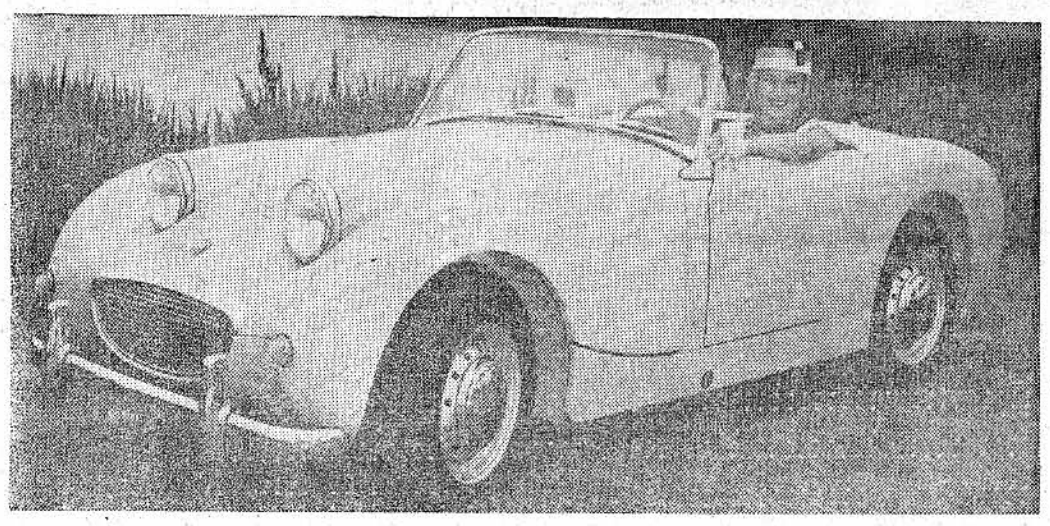
More than a month ago you read in this column about the Healey's new little brother, the Sprite. This number was the most popular (and the only thing new) at the British Auto Company Picnic Trials and Driving Day out at Riverside last week.

T. R. Birt of Hambro Auto Corp. says the 948cc engine develops 48bhp at 5000rpm and the BMC deal will go for under two grand.

The Sprite was all over Monte Carlo the weekend of the Monaco Grand Priz for all the world to see. Writes a reader: "Have read several English reports of the car and naturally enough being English they had all sorts of nice things to say about it. Next day there was a report on a Lancia GT for which they had all sorts of weenie winey comments. Chauvinism can be carried too far sometimes, no? Consensus at Monte was that the Sprite was an ugly little bugger, but if they sell it as cheap as they say they will, should be good business."

Changes Due in Various Marques

INTERMEZZOS—The new BMW will be a 1600 4-cyl. and the big ones are going out of production. . . . Also Mercedes is trying out a new small sports car, but whether this has been confused with the Auto Union sports coupe is a ? . . . And Porsche is coming out with a 2-liter either the end of this year or the next. . . . English Ford is going to cook the goose of every other English passenger car by bringing out a new small ohv-engined car with a four-speed box all mit Porsche-type synchromesh. The present Ford flathead will stay in the Anglia-Prefect bodyshell and be called the Popular; the new engine will sort of be the size of the Consul. . . . There will be a new Jaguar E at Le Mans June 21.



NEWEST British import is the Austin-Healey Sprite, an economy sports car priced at $1795 POE. Dealer Johnny Lail, who invites inquiries, points out the Sprite is as fashionable as Model Connie Moon at the wheel. It's said the Sprite can accelerate from 0-60 in under 20sec., and delivers about 40mpg.

Chrysler-Kurtis in Deer Park Victory

By Jack Deno

SPOKANE, May 31—An untried Chrysler-Kurtis took the Modified race at near-by Deer Park Airport today. The big 5600cc car was wheeled through the 2.5-mile course by Lew Florence of Olympia. Lew had a rough time keeping the hot little "Pooper" of Tom Meehan behind. Following two weeks of ninety-degree-plus weather, the rains came—on race day of course.

The track dried between cloudbursts for the last Formula Libre event long enough to give good traction for George Keck as he ran for his Pooper in the Le Mans start. Keck diced around with L. F. Becker's Testa Rosa for the 30-minute splash, but Becker had to settle for a second, ten seconds ahead of Tom Luce's Corvette.

RACE 1—Prod. Classes VI through IX. 1. Bob Byrd, Porsche; 2. Don Rushlight, MGA; 3. John Sparrow, Porsche.

Class winners—VI, Byrd; VII, Rushlight; VIII, George Keck, Abarth-Fiat; IX, Paul Jaremko, DKW.

RACE 2—Prod. Classes I through V—1. Tom Luce, Corvette; 2. Ray Rairdon, M-Benz 300SL; 3. Dr. R. Jones, M-Benz 300SL.

Class winners—I, Luce; II, Ray Rairdon; III, Jim Cleland, Porsche; IV, Dwight Goffinett, A-H; V, Jack Murray, TR-3.

RACE 3—Modified, all classes. 1. Lew Florence, Chrysler-Kurtis; 2. Tom Meehan, Pooper; 3. Tom Luce, Corvette; 4. L. F. Becker, Testa Rosa Ferrari; 5. Dr. R. Jones, M-Benz 300 SL; 6. Pete Lovely, Lotus.

RACE 4—Formula Libre, Le Mans start—1. George Keck, Pooper; 2. L. F. Becker, Ferrari TR; 3. Tom Luce, Corvette; 4. G. Curtis Berreman, Porsche; 5. Dwight Goffinett, A-Healey.

POMONA SPEED WEEK-END SLATED FOR JULY 12-13

SCCA Activities Chairman Duane Alan anticipates a turnout of some 150 entries for the Pomona Speed Week-End slated July 12-13 at the 2-mile L.A. County Fairgrounds course in Pomona. It's a non-spectator event.

SCCA entry is $10, guests $15, additional drivers $3. This covers action for the time trials, drags and races whether one or more activities are entered. The July 12 program includes 7-9 a.m. tech inspection, 9-12 a.m. practice and time trails from 12:30-4:30 p.m.

On July 13 it's drags, 8:30-11:30 a.m. and races 12:30-4:30 p.m. Events at present include novices, 500's, women, sedans, all production and modified classes. Roll-bars are only required for races, but helmets & safety belts are mandatory for everything. There'll be trophies galore, Alan stated.

Entry blanks and more info: NOrmandy 4-5986.

CRestview 1-3775 "LOOK FOR THE FLYING CHECKERED FLAGS" BRadshaw 2-4455

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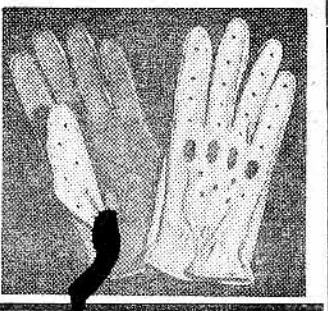

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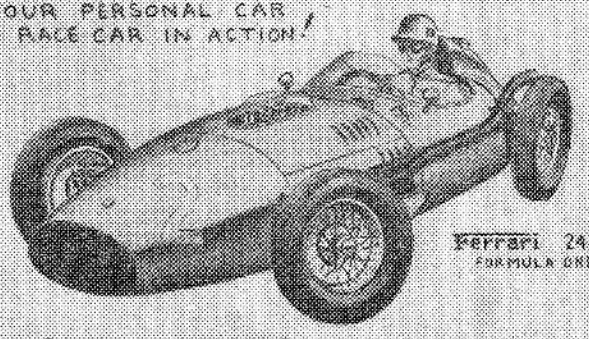

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CAL CLUB APPEALS

The California Sports Car Club filed a record on appeal with the District Court of Appeals, Second Appelate District, following a jury award of $2000 to the plaintiff, Arthur Morton, on May 23. Morton, whose suit against the CSCC was for $25,000, said in the suit that he was struck by a wheel from a racing sports car at Kern County Airport, May 20, 1956. John R. Allport is handling the case for CSCC.

San Francisco Newsletter

• Dear Gus

By Tom Wilson

COLORADO HEADS OFF RACING BANKRUPTCY

DEAR GUS:

I am writing these tear-stained notes on my way home from the Colorado Region SCCA races at La Junta. It has been said that anything can happen at a regional race and it usually does. After La Junta, you can add a few new chapters to your book.

To bring your notes up to date, let us first elaborate on a few of the financial facts of life and let us label that old maxim, concerning the high cost of staging road racing, as a vile canard. Maybe we have got into the habit of making road racing a very expensive deal. Look over these items and see where some people are spending all the dough and also note where it is being saved. The admission charge, at La Junta, for each of the three days, was 50 cents for adults and two-bits for kids. Gus, isn't there a West Coast club that is crying poverty at 2 or 3 bucks a head? Well, to accomplish this financial miracle there were certain economies that may be noted.

First: The insurance was obtained through SCCA and Vice-prexy Charley Hughes considered it inadequate; it only cost $400. So it seems that some of the clubs are not doing so well with their $2500 insurance. They usually pay $400 to cover a hill-climb.

Second: No snow fence was used and only a few haybales were set up to mark the course. Cut-off markers and rubber pylons, what are they?

Third: The public address system was adequate to get the cars on the grid and to tell Charley that his wife left the stew on the stove. There is a $1200 item right there.

Fourth: The sanitary facilities were noteworthy by their absence. Shades of Pebble Beach, the year it rained. The ratio at La Junta was about 1 to every 5,000 people. It was conducive to a halting gait and a lot of people looked full in the face but think of the money they saved. About 35 bucks a head and I do mean head. That airport waiting room sure took a beating!

1 Meat-Wagon

The communication system was short-wave inter-com and from all indications it worked and was adequate. Only one ambulance was present and the driver had a nice nap. If the ambulance had left the course, they might have been in trouble and would have to call the race. Insurance clause, you know, in fine print. We usually need one ambulance for the guys who fall out of trees or off of roofs.

To add to my education, they raffled off one of those foreign cars on the general admission tickets. So much for the high cost of producing road races. Didn't one of those Pomona races come to a nut of 33 grand? I would say that this deal might have come to one grand, if they added the phone calls. Colorado wants to race and from necessity they are doing it the hard way, but all hands are happy, including the sponsor.

Most of the guys were grand and Charley Hughes, Bobby Donner, Bill Martinez and Seymour Laff helped me in many ways. I was just a country boy a long way from home, but from the first handshake I knew that the one guy who overloaded himself with titles and work was not on my side and sure enough he fouled me up.

It was a great weekend of racing and the Colorado Region, with only a membership of 150, are to be congratulated.

with best regards,
tom wilson

La Junta Charts

LA JUNTA SPORTS CAR RACES. Staged by SCCA, Colorado Region. La Junta, Colo., airport. Space permits use only of two features.
SUNDAY, JUNE 1, 1958

RACE 4—All production cars under 2000cc and all modified cars under 1500cc. Laps—20. Miles—56.

Pos.	No.	Driver	Car	Class Position E	F	G	FM	GM	HM
1	29	Robin Benson	Lotus XI					1	
2	2	C. W. Alkins	Lotus XI					2	
3	119	Don Berlin	Porsche 550A				1		
4	40	Hap Sharpe	AC Bristol	1					
5	5	Harvey Woodward	AC Bristol	2					
6	3	Jerry Shawver	AC Bristol	3					
7	54	John Max Wolf	Alfa-Romeo Vel.			1			
8	33	John Koperski	Porsche 1600S		1				
9	61	William Smith	Porsche 1600S		2				
10	41	Bill Randle	Porsche 1600S		3				
11	114	Lewis Heuss	MGA		4				
12	36	Charles Wingfield	Porsche 1600S		5				
13	35	Gerald Schneider	Porsche 1600S		6				
14	1	Charles McGinley	Porsche 1600S		7				
15	6	Alan Hoskins	Porsche 1600		8				
16	27	Dave Hollister	Porsche LeMans				2		
17	47	Thomas Zook	Porsche 1600S		9				
18		Donald Lummis	MGA		10				
19	133	Frank Manley	Devin Martin Pan.						1
20	80	Ron Hunter	Alfa-Romeo			2			
21	28	Louis Plummer	Alfa-Romeo Vel.			3			
22	77	Jim Eichhorn	VW				3		
23	44	Dr. Harold Morgan	Porsche 1600		11				
24	777	Fred Vorhees	TR3	4					
25	55	Joe Lenker	MGA		12				
26	4	W. A. Tapscott	MG-TD				4		
27	25	Jack Read	Simca			4			
28	228	J. Sterling Baxter	Crosley Special						2

RACE 5—All production cars over 2000cc and all modified cars over 1500cc. Laps—20. Miles—56.

				B	C	D	BM	DM	EM
1	11	Ray Jones	Ferrari Testa Rosa					1	
2	8	Jack Hinkle	Maserati 200SL						1
3	12	Dan Collins	Mercedes Special					2	
4	183	Bob Claypool	Maserati						2
5	14	George Gunther	Jag. XK140MC		1				
6	38	Hap Sharpe	Corvette	1					
7	444	Russ Cowles	300SL		2				
8	22	Bob Porter	Corvette	2					
9	108	Bob Ryerson	Jaguar XK120	3					
10	46	Gordon Gresham	Austin-Healey			1			
11	122	Robert Terrill	Austin-Healey			2			
12	17	Bruce Harlow	Austin-Healey			3			
13	67	Seymour Laff	Corvette	3					
14	21	E. A. Sutton	Edwards Special				1		

Jones in La Junta Win With Ferrari

By Tom Wilson
Motoracing Staff Correspondent

LA JUNTA, Colo., June 1—Ray Jones went back home to Tulsa, Okla., with all the marbles after taking a brace of victories in his Ferrari TR here today in the SCCA Colorado Regional meet. He won the 20-lap combined bigbore production and modified race feature after an earlier 10-lap triumph on the 2.8-mile course.

Jones' mount is owned by A. D. Logan and is powered by a Monza engine in a TR chassis.

His trailers were, both times, Jack Hinkle, Wichita, Kans., in a Maserati 200S1 and Dan Collins, Mercedes Special. In the combined race for small-bores it was Robin Benson and C. W. Aiken, 1-2 in Lotus Elevens ahead of Don Berlin, Porsche 550A.

Race 1—Prod. und. 2000cc & mod. und. 1500, 10 laps, 28 mi. 1. Bob Donner, Porsche 550A; 2. Don Berlin, Porsche 550A; 3. Robin Benson, Lotus XI. Class winners—E, Hap Sharpe, AC Bristol; F, John J. Koperski, Porsche 1600S; G, Louis Plummer, Alfa Romeo Veloce; FM, Donner; GM, Benson; HM, Frank Manley, Devin Martin Panhard.

Race 2—Prod. over 2000cc & mod. over 1500, 10 laps. 1. Ray Jones, Ferrari TR; 2. Jack Hinkle, Maserati 200S1; 3. Dan Collins, Mercedes Spl. Class winners—B, John Kingham, Corvette; C, George Gunther, Jag. XK140MC; D, Gordon Gresham, A-H; BM, E. A. Sutton, Edwards Spl.; DM, Jones; EM, Hinkle.

Race 3—Women's race, all classes, 10 laps. 1. Patsy Randle, Porsche 1600S; 2. Bea Lara, Alfa Romeo Veloce; 3. Dennie Del Bosco, Corvette.

Gray, Heath, Rose Win 500-Milers at Riverside

RIVERSIDE, June 1 — Eddie Gray's victory in the NASCAR Grand International stock car race, at the helm of a 1957 Ford, marked the finale for a series of three 500-mile events scheduled here at Riverside Raceway.

Gray's win today netted him $3,200 from the $15,700 purse. He finished about 1½ miles ahead of Lloyd Dane in a '58 Ford. Third money went to Jack Smith, Atlanta, Ga., '58 Pontiac. Gray's time was 6hrs. 17min.

Yesterday the checkered flag was captured by one-handed Allen Heath, who finished some 6 laps in front of Joe Binter in the midget auto grind. Parnelli Jones was third. Heath's time was 5hrs. 58min. 44sec., and he earned $1,500 plus lap money from the $10,000 purse.

The Big Three events opened Memorial Day with a sprint car meet, which saw Bud Rose emerge from retirement to win in a 270 cu. in. Offy, beating out Hank Henry, Tucson, in a Chevy-powered auto and Rip Erickson wheeling a GMC-propelled job. Rose's winning time was 5hrs. 54min. 57sec. Incidentally, Rose's mount was the very machine in which he cavorted before MGM cameras several years ago while doubling for Clark Gable for the movie, "To Please a Lady."

A paid attendance of about 12,000 turned out for the three days of racing, but the promoters needed about 20,000 to make the "nut." It is estimated they sustained losses ranging between $30,000 and $40,000.

CREDIT WHERE DUE

The May 16-23 issue of MOTORACING featured a photo of Peter Collins winning at Silverstone. Credit line was inadvertently omitted, and we take this opportunity to credit Airman Cliff Emmich, Jr., stationed in England, who also provided the story material.

BRYAN TOPS MONZA TEAM

INDIANAPOLIS, June 4 — Jimmy Bryan, Phoenix, Ariz., recent 500-mile winner, headed a team of 10 American drivers named today for the "500 Miglia de Monza" slated June 29 in Italy. Bryan won the event last year rules pre-race favorite again.

The team includes 8 Indy starters plus two who failed to qualify—Californians Troy Ruttman, La Mirada, 1952 Indy winner, and Groceryman Ray Crawford, Pasadena. There'll be 12 cars on the Cristoforo Columbus sailing from New York Monday, June 9, USAC officials disclosed. Two, the Dean Van Lines Special and the Sclavi-Amos Special, are assigned to Frenchmen Jean Behra and Maurice Trintigant. Drivers fly to Italy via TWA June 23.

The USAC team, showing driver, Indy finish and car: Jimmy Bryan (1), Belond-AP Spl.; Jim Rathmann (5), Leader Card Spl.; Johnny Thomson (24), D-A Lubricant Spl.; Don Freeland (7), Estes Spl.; Roger Ward (21), Wolcott Spl.; Ray Crawford (DNQ), Meguiar Mirror Glaze Spl.; Troy Ruttman (DNQ), Agajanian Spl.; Jimmy Reece (6), Hoyt Machine Spl.; Bob Veith (DNF), Bowes Seal Fast Spl.; Eddie Sachs (23) Jim Robbins Spl.

CALENDAR

JUNE

14-15—Laguna Seca races, S. F. SCCA reg.
14-15—Lime Rock, Conn., SCCA Nat'l.
14-15—Arrowhead Springs Hotel Sports Car Hill Club, San Bernardino.
15—USAC 100 mi. Nat'l. Champ., Langhorne, Pa.
15—Grand Prix, Belgium
21-22—24 Hrs. of Le Mans, France.
glia, Italy.
21-22—Sports touring cars, Mille Mi-
21-22—Int'l. June Sprints, Elkhart Lake, Wisc.
22—Grand Prix of Imola, Italy.
28-29—CSCC race, Riverside Raceway.
28—Watkins Glen, N. Y., SCCA reg.
29—Monza "500," Italy.

LUCERO VICTOR

Ron Lucero was driver-navigator as he won the Corvettes of Southern California Wheels Afloat Rally May 18, going 64.4 miles.

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BRYAN DEFEATS AMICK BY 27 SEC.

(Continued from Page 1)

by Rathmann's estimate, and spun, this setting off a 15-car chain reaction the likes of which had never before been seen here. Worst previous wreck involved 7 machines in 1930.

Rathmann spun to avoid Elisian and most of the oncoming speedsters were unable to get through. O'Connor went over Reece's tail assembly and began flipping, bursting into flames at once. Rathmann's mount was virtually sliced in two. Due to the careening cars safety men with fire-fighting equipment were unable to reach O'Connor for valuable minutes. They could not extricate him until the fire was finally put down. He was terribly burned about the face and upper body. Death was listed as due to a skull fracture. Ironically, he'd made one of those "I'll retire if I win" statements before the start.

Eight cars were immediately eliminated from further racing, while some 7 others pitted sooner or later for repairs ranging from minor metal damage to more serious troubles.

One of the luckiest was Jerry Unser, USAC stock car champion from Long Beach, Calif., whose mount struck another car and went tumbling end-over-end at least a half-dozen times soaring over the retaining wall. He escaped with a dislocated shoulder.

Meantime, Bryan had miraculously skirted the fouled-up track mess and forged into the lead, his long-slung golden yellow machine showing a willingness to land him in the winner's circle much as it did for Hanks last year.

The yellow caution flag was out for 18 laps before green showed again.

Amick, Sachs, Bryan, Ward and Bettenhausen butted each other from the lead between the 20th and 60th circuits. Bryan was never farther back than fourth. He pitted on the 63rd for the first of three sensationally rapid pit stops that figured a key factor in his ultimate victory. This one was timed in 29 seconds!

Six laps later Bryan had regained the lead and a 70th lap rundown went like this: Bryan, Garrett, Bettenhausen, Bob Christie, Jim Rathmann (Dick's brother), Boyd, Amick, Ward, Wilson, Jud Larson, Freeland, Bill Cheesbourg in one of the blown Novis, Al Keller, Reece, Eddie Johnson, Johnny Tolan, Johnnie Parsons, Shorty Templeman, A. J. Foyt and Paul Russo.

Bryan was really floor-boarding now, clipping along at 142mph. Between the 84th and 100th laps he hiked his lead from 14 to 42 seconds ahead of Bettenhausen, aiming for another planned pit stop.

The 100-lap, or halfway, rundown: Bryan, Bettenhausen, Boyd, Rathmann, Amick, Freeland, Larson, Christie, Wilson, Cheesbourg, Reece, Keller, Johnson, Tolan, Parsons, Ward, Templeman, Foyt, Russo and Mike Magill.

At the 104th Bryan pitted quickly and 8 laps later Bettenhausen did likewise, putting Boyd into the lead, which he held from the 108th to the 126th circuits before pitting, having built up a 12-sec. lead meanwhile.

Bryan enjoyed a 48-sec. lead soon after Boyd and Bettenhausen pitted, Rathmann meanwhile having moved into 2nd but also pitting.

Before 10 more laps were up, Bryan, booming along at 141mph, increased his lead over Boyd to nearly a full lap and was two circuits ahead of 3rd place Amick.

One more pit stop remained on Bryan's agenda, so well planned by George Salih and Howard Gilbert, co-mechanics. Salih designed the car, which set a pattern what with its Meyer-Drake engine fitted 18 degrees from horizontal. He made it on the 155th in 35 breezy seconds, giving him a total time lost of but 1-min. 31sec.

Between the 150 and 160 circuit points Rathmann moved from 5th into 3rd behind Bryan and Boyd, but 5 laps later gave way to the determined drive of diminutive (5-5) Amick, who was well on his way to being named the race's No. 1 "rookie."

Boyd was pressing Bryan courageously in nose-to-tail racing that thrilled onlookers. However, Boyd's last pit stop cost him a chance at 1st or 2nd money at the 175-lap point.

At the finish it was: Bryan by 27-sec. over Amick, Boyd, Bettenhausen, Rathmann, Reece, Freeland, Larson, Johnson, Cheesbourg, Keller, Parsons, Tolan and Magill. They alone, just 14, were still running when the checkered flag waved. Bryan's average of 133.791mph for the 500-mile grind was short of Hanks' record 135.601 last year, but quite astounding in view of the initial 18 laps run under the caution signal.

RALLIES

14—Compton FCCA "Over The Hill Rally III," an SCCSCC champ event. Starts Compton College, 1111 East Artesia St., Compton from 12 noon to 4 p.m. Course covers 250 miles paved roads requiring 9 hours. Fee $5. Post entries. Info: Bernie Dodd, DAvis 3-1848.

21—NASCAD "Midnight to Dawn Rally," 6 hour navigational. Starts at the Stonewood at Firestone and Lakewood Blvd. at 12 midnight. Covers 200 miles, ends near Beaumont. Fee $2. Rallymaster: Dave Hiser. OR. 3-5571.

22—Douglas SCC "Round Table Rally," 4½ hour navigational. Starts 8:30 a.m. from Douglas parking lot, Ocean Park and Bundy, Santa Monica. Classes: Stock and modified odometers. Fee $2, Info: L. E. Randolph, TExas 0-1211, ext. 2668 or Tony LaRosa EX. 4-6417.

22—Northrop RSCC "Annual Breakfast Rally" a hidden odometer time and distance rally ending at a park where breakfast will be served. Starts at Northrop parking lot H on Crenshaw facing 120th St. in Hawthorne at 7 a.m. Info: Milt Sumner thorne at 7 a.m. Info: Milt Sumner OR. 8-9111, Ext. 2168 or DAvis 9-8174.

22—San Gabriel Valley FCCA "Les Folie Des Femmes" for WOMEN ONLY. Starts corner Foothill Blvd. & Chevy Chase in La Canada at 8 a.m. Fee $2. Info: Bud Fisher AT. 4-8835 or Tex Bell AT. 6-5508.

22—CORVETTE Clubs "Tourisimo de Corvette," a navigational rally for Corvettes only. Starts Thrifty Drug parking lo on Vermont Ave. just North of Sunset at 8 a.m. Dash quacquqes to all cars. Fee $3. Info: Don Royer, SYlvan 0-2061.

28-29—National FCCA "Annual Sleeping Bag Rally," an SCCSCC open event to Sequioia National Forest. Fee $12 per couple including meals. Entries close June 18. Info: Bruce Landers, DI. 8-1251.

Rally 'Round

With Duane and Jerrie Sparks

Various Rally Results

BIRD CLUB 2ND ANNUAL ECONOMY RUN, MAY 30, 40 CARS

POS.	DRIVER	CLASS	MILAGE
1.	Ray Davis	'58 Fordo Stock	19.800
1.	Bob Johnson	'57 Fordo Stock	26.292
2.	Stan Pedersen	'57 Fordo Stock	23.642
3.	Ken Nuckolls	'57 Fordo Stock	23.475
1.	Lowell Lewis	'57 Fordo Mod.	30.208
1.	Hal Diffie	'56 Fordo Stock	23.475
2.	Jim Sinclair	56 Fordo Stock	22.517
1.	George Trevett	'55 Fordo Stock	27.131
2.	Fred Dunn, Jr.	'55 Fordo Stock	25.267
3.	Bud Cherry	'55 Fordo Stock	24.428
1.	Ina Mae Overman	'55 Fordo Mod.	24.338
1.	Bob Humphrey	All Years Fordo Blown	24.338
1.	Reed Scott	'57 Stick Stock	27.816
1.	George Raymond	'55 Stick	28.782

SANTA MONICA FCCA TWILIGHT RALLY JUNE 7
TERRY MARTINDALE, RALLYMASTER, 67 CARS

POS.	DRIVER	CAR	ERROR	NAVIGATOR	CLUB
1.	Dick Pieper	A-H	:03	Larry Harris	SMFCCA
2.	Mel DeLoof	Morgan	:06	Juanita DeLoof	SWSCC
3.	Dick Venable	A-H	:10	Betty Venable	SMFCCA
4.	Jan Woodard	Corvette	:14	Earl Woodard	HEASCC
5.	Audrey Doyle	A-H	:16	Bill Doyle	SMFCCA
6.	Sandra Rosen	TR	:18	Bob Rosen	SMFCCA
7.	Cal Hudspeth	MG A	:19	Bob Cole	LBDSCC
8.	Duane Sparks	T-Bird	:20	Jerrie Sparks	DSCC
9.	Bob Hoffman	Porsche	:21	Dick Anderson	SWSCC
10.	Flo Stevens	A-H	:21	Gail Pollock	SFMCCA
Nov.	Dick Zwaschka	A-H	1:08	Wayne Turnbom	—

HEASCC-RAMO WOOLDRIDGE GYMKHANA, JUNE 8, 74 CARS
BOB WALTER & GEORGE RAYMOND, CO-CHAIRMEN

CLASS	POS.	DRIVER	CLUB	CAR	TIME
SPORTS UNDER 90" MEN 22 CARS	1.	Fred Church	RAM-Tri.	TR-2	4.29
	2.	Bud Reesman Jr.	OCSCC	Porsche	4.77
SPORTS 90" 100" MEN 31 CARS	1.	Dan Jones	Riverside	MG TF	4.44
	2.	Bob Grim	—	MG TD	4.47
	3.	Harry Whitaker	Riverside	MG A	4.92
SPORTS OVER 100" MEN 5 CARS	1.	Bud Bogle	—	Nash-Healey	4.58
SEDANS 8 CARS	1.	Jack Spillane	OCSCC	VW	5.01
LADIES 6 CARS	1.	Marge Hunter	RAM-Tri.	TR-2	5.15

—Al Powers

WINNING Citroen ID-19 takes a tight turn in the first California NASCAR-sanctioned race to include European cars. A pair of Citroen ID-19s with air-oil suspension and front-wheel drive won "First in Class" honors at the 500-mile Riverside event, June 1.

Citroens Class Winner in "500"

Unique suspension and drive features are cited as being prime factors in the NASCAR victories of two French sedans at Riverside Raceway, June 1.

Two identical Citroen ID-19s with front-wheel drive and air-oil suspension, cornered and manuvered their way to NASCAR "First in Class" honors in the grueling NASCAR 500-mile Memorial weekend races.

The ID-19 is the sports car version of the plush Citroen DS-19. Equipped with stock engine of 70 hp, the Citroens competed with 45 other European entries and large displacement American V-8s. Top speed of the ID-19s was over 101 mph at an average gas mileage of 19.3 mpg. Neither car made more than two pit stops in the 500-mile run.

No modifications other than seat belt and roll-bar installation and necessary seat removal were made. Drivers were Bill Jones and Ralph Roberts, both of Los Angeles.

LAGUNA RALLY SET

MONTEREY, June 9—A nationwide sports car rally will be held in conjection with the Leguna Seca Road Races, June 14-15.

Here's how the unique event will work: Each club will conduct its own rally. PBSCC will provide timers at the finish line—the Chamber of Commerce Building on Camino El Estero, Monterey. Timers will check in any sports car club from 6 p.m. Friday June 13 to noon Saturday, June 14.

Competing clubs will have to have a rallymaster to determine individual club winners. Winners from each club will receive prizes.

Completing the first half of the 1958 championship rally season, Compton FCCA this weekend offers its OVER THE HILL RALLY III. Starting Saturday afternoon June 14, at Compton College, 1111 E. Artesia St., the rally will cover some 250 miles of top flite roads over a period of about nine hours. An innovation characteristic of this event is that the rallyist may choose his starting time — any time between noon and 4 p.m., so you slaves to a Saturday morning job will have plenty of time to prepare the little bomb for its exercise. Rallymaster Bernie Dodd informs us they will accept post entries this year at no increase in fee—$5.

As reported in the previous issue rally activity was at a standstill over the Memorial Day holiday. However, there was one event — the second annual Thunderbird Club Economy Run to Monterey—which we personally enjoyed very much since it gave us an opportunity to visit our son at Ft. Ord. Forty Thunderbirds participated leaving from the San Fernando Valley at 5:00 a.m. Friday morning, arriving in Monterey in time for a swim and dinner at Casa Munras, topped off by a long leisurely Saturday lazing around the Monterey-Carmel vicinity. Saturday afternoon all forty Birds caravanned through the 17 mile drive and returned to the Casa for the victory dinner. Ford Motor Co. executive Lowell Lewis copped top honors with his modified 1957 Fordomatic, registering 30.208 miles per gallon.

MEETINOTES

The June SCCSCC council meeting, held June 5, was full of developments of interest to rally enthusiasts. In addition to the spectacular announcement of the AMERICAN INTERNATIONAL RALLY, the gathering heard rally committee Harold Guess announce ratings for the first four championship events of this season. In order of excellence they are DON DIEGO 85.61, GREAT WESTERN 81.67, WHEELE BOUNCE 80.01 and SUNDOWN 74.15. Early indications are that the 24 HOUR will top the DON DIEGO score. Two member clubs were dropped—MG CAR CLUB and 500 CC CLUB — and two new members were admitted to the council — RIVERSIDE FOREIGN CAR CLUB and VOLVO TOURING CLUB. FIRESTONE SCC announced postponement of its June 21 Las Vegas rally to some future date. VALLEY SCC is the new name adopted by the former BESCO organization. Delegates were supplied with a complete film directory of films available for meetings. A new section was added to the 1958 Rally Code legalizing the use of time and/or distance in locating route instructions on navigational rallies. Heretofore only geographical landmarks have been permissable; they are still the only legal method of locating speed change points.

Terry Martindale and the Santa Monica FCCA put on an interesting short navigational rally the TWILIGHT on last Saturday afternoon, starting at 4 p.m. As detailed in the results charts it provided another opportunity for Larry Harris and Dick Pieper to tighten their holds on leading positions in the club point race for this year.

Speaking of winning ways, check those results of the HEASCC-RAMO WOOLRIDGE SCC gymkhana held last Sunday with 74 cars competing. Top honors went to French Church of Ram-Triangles in his TR-2. Event co-chairmen Bob Walters of RWSCC and George Raymond for HEASCC report he really fanned those pylons with his 4.29 minute elapsed time over four separate driving test routes.

Indianapolis Finish

Pos.	Car No.	Driver & Car	Laps	Prize Award
1	1	Jimmy Bryan, Belond-AP Spl.	200	$105,574.00
2	99	George Amick, Demler Spl.	200	38,374.00
3	9	Johnny Boyd, Bowes Seal Fast Spl.	200	24,999.00
4	33	Tonny Bettenhausen, Jones & Maley Spl.	200	17,199.00
5	2	Jim Rathmann, Leader Sard Spl.	200	11,399.00
6	16	Jimmy Reece, John Zink Spl.	200	8,699.00
7	26	Don Freeland, Bob Estes Spl.	200	6,999.00
8	44	Jud Larson, John Zink Spl.	200	7,049.00
9	61	Eddie Johnson, Bryant Heating Spl.	200	5,999.00
10	54	Bill Cheesbourg, Novi Spl.	200	6,399.00
11	52	All Keller, Bardahl Spl.	200	3,919.00
12	45	Johnnie Parsons, Gerhardt Spl.	200	3,599.00
13	19	Johnnie Tolan, Greenman-Casale Spl.	200	3,329.00
14	65	Bob Christie, Federal Engineering Spl.	189	4,209.00
15	59	Dempsey Wilson, Sorenson Spl.	151	4,089.00
16	29	A. J. Foyt, Dean Van Lines Spl.	148	2,969.00
17	77	Mike Magill, Dayton Steel Foundry Spl.	136	2,849.00
18	15	Paul Russo, Novi Spl.	122	2,779.00
19	83	Shorty Templeman, McNamara Spl.	108	2,699.00
20	8	Rodger Ward, Wolcott Fuel Inj. Spl.	93	2,719.00
21	43	Billy Garrett, Chapman Spl.	80	2,639.00
22	88	Eddie Sachs, Schmidt Spl.	68	3,759.00
23	7	Johnny Thomson, D-A Lubricant Spl.	52	2,754.00
24	89	Chuck Weyant, Dunn Engieerig Spl.	38	3,549.00
25	25	Jack Turner, Massaglia Hotels Spl.	21	2,569.00
26	14	Bob Veith, Bowes Seal-Fast Spl.	1	2,789.00
27	97	Dick Rathmann, McNamara Spl.	*	6,259.00
28	5	Ed Elisian, John Zink Spl.	*	3,179.00
29	4	Pat O'Connor, Sumar Spl.	*	2,574.00
30	31	Paul Goudsmith, Daytona Spl.	*	2,369.00
31	92	Jerry Unser, McKay Spl.	*	2,339.00
32	68	Len Sutton, Jim Robbins Spl.	*	2,309.00
33	57	Art Bisch, Helse Spl.	*	2,279.00

*—Eliminated due to accident; awarded positions according to starting order.

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Myra's Clipboard

By Myra Jones

SANTA BARBARA PIT GLEANINGS

NINTH RUNNING OF SANTA BARBARA ROAD RACES — This was another successful weekend of racing for the California Sports Car Club — good weather, good racing, good food, good fellowship and a good crowd.

The meeting for Novice Drivers led by Ed Barker was an outstanding example of the type of driver education that is being given by the CSCC. He explained, in detail, the most hazardous parts of the course and suggested that these new drivers remember that they will have plenty of time to win their races after they have had more experience under racing conditions.

The black flag was given frequently, however.

EVERYTHING SNAFU

A racing team from South San Francisco had its share of problems. **Milt Sharp, John Kaiser and Charles Tannlund** entered a VW Special and a Porsche Special. The VW never left the garage floor at home but the No. 296 Porsche tried. On Saturday, John drove ½ a lap during practice and broke a cam follower. They worked all day making repairs and the Van Wyk Porsche distributor in Santa Barbara turned over his shop to them for Saturday night. One of the team drove to L. A. to pick up a necessary part which Competition Motors left on the door step for them. They worked all night rebuilding the engine. On Sunday they had a misunderstandig about their tires with the tech crew and then they were black-flagged almost immediately because their gas cap wouldn't staf down. In spite of their problems they didn't go home "mad" — they promised to join us again at Riverside.

An interesting sight in the pits was watching Ken Miles trying to figure out why Masterson's Monster No. 692 was having troubles. The engine seized during practice and they had parts scattered all over the pit — a Corvette engine yet!

Jack Millikan was trying to fix a leak in the radiator of the Millikan Special, No. 113, but all he did was make a mess. He was about ready to use chewing gum.

BIRTHDAY PRESENT

Poor Ben Bloemendaal—the head is gone on his Austin Healey, No. 22, again. It was his birthday on Saturday; he didn't even get to finish practice and he has a mighty expensive repair bill on his hands.

Loyal Davis broke the clutch on No. 00 MGA during practice.

Perry Peron finished his race on Saturday with his pretty little Abarth Fiat but he had a broken valve. He sent to L. A. for parts. They returned with everything but the vital part (worth about 28 cents) that he needed.

Jack Nethercutt's crew left for L. A. at 8:30 Saturday night and returned at 4 with parts to put in a new clutch on No. 102 Lotus.

The **Verrecchia Brothers** had their usual problems with their little DKW Fratelli Spl. Race 7 they finished 2 laps behind the leader and on Sunday they were 11 laps behind. They like to stop and visit with each other during the race!

Joan Hirsh wasn't getting enough gas to her Volvo, No. 271. She made a pit stop and then pulled across the finish line to get the checkered flag for a third in class.

Mari Grimm suffered some bad blisters on her hands from driving her 1.9 Ferrari during practice.

There were 220 cars entered for the weekend of racing but several of them did not show up. On Saturday there were 235 starters and 49 DNF. On Sunday there were 187 starters and 35 DNF. This is a total of 235 starters for the weekend and 84 DNF — about 19 per cent.

See you at Riverside on June 28-29!

Santa Barbara Charts

9th SANTA BARBARA SPORTS CAR ROAD RACES. 2.2- mile Goleta Airport course. Staged by CSCC. Charts compiled by Long Beach MG Club Scoring Team. DNF data by Myra Jones. Space permits use only of the feature event charts.

SUNDAY, JUNE 1, 1958

RACE 13—Prod. under 2000cc excluding MG's. Time—28:13. Laps—15. Avg. —70.25. Miles—33.

Pos.	Car No.	Sec. Behind	Driver	Make	Class Position E	F	J
1	38		Love, Bill	AC Bristol	1		
2	72	2	Moore, Jimmy	Porsche Carrera		1	
3	48	7	Crowder, Gordon	AC Bristol	2		
4	47	25	Klingensmith, Bill	AC Bristol	3		
5	200	28	Dickey, Donald	Porsche Carr. GT		2	
6	19	41	Michelmore, D. D.	Porsche Carr. GT		3	
7	64	42	McGee, Joseph	Frazer-Nash Brist.	4		
8	31	46	Bucknum, Ronnie	Porsche Spd.	5		
9	24	100	Barker, Ed.	Porsche S. Spd.		4	
10	263	103	West, Willie	Alfa Romeo Vel.		5	
11	115	106	Aldhous, Frank	Alfa Romeo Vel.		6	
12	197	108	Roetnor, Michael	Alfa Romeo Vel.		7	
13	170	1L13	Snyder, Arthur	Porsche Carr. GT		8	
14	41	15	Winkelmann, Bob	Alfa Romeo Vel.		9	
15	58	23	Peet, Dennis	Denzel		10	
16	84	27	Doushkess, Bill	Morgan TR3	6		
17	250	40	Grimsgaard, Elmer	Arnolt Bristol	7		
18	13	55	Tubman, Henry	Alfa Romeo Vel.		11	
19	81	67	Ostland, Jerry	Triumph TR3	8		
20	241	70	Lee, Eugene	Alfa Romeo Gui. Spy.		12	
21	154	75	Carveth, Rod	Triumph TR3	9		
22	216	86	Teichen, Chuck	Porsche S. Spd.	10		
23	96	95	Handley, T. H.	Alfa Romeo Vel.		13	
24	17	2L1	Fouch, Jim	AC Bristol	11		
25	111	18	Hosch, Martin	Alfa Romeo Guil.		14	
26	110	52	Walker, Charles	Triumph TR2	12		
27	144	3L83	Dredge, Bill	Morgan TR2	13		
28	217	4L45	Fox, Jim	Berkeley			1
29	195	6L96	Cote, Paul	AC Bristol	14		

DNF—145, Lew Spencer, Morgan, losing oil; 146, Roger Slowi, Morgan, broken push rod; 177, Gary Pickens, TR3, ?; 245, Alan Gebhard, Morgan, black-flagged for erratic driving.

RACE 14—Prod. over 2000cc. Time—27.32. Laps—15. Avg.—71.9. Miles—33.

					B	D
1	91		Connor, Jim	Ferrari GT		1
2	283	1	Porterfield, Andy	Corvette	1	
3	777	38	Forbes-Robinson, E.	Ferrari GT		2
4	36	43	Settember, Tony	Corvette	2	
5	30	48	Gaskins, Bill	Corvette	3	
6	90	51	Ruttman, Bert	Corvette	4	
7	166	52	Dickson, Bob	Corvette	5	
8	163	83	Breskovich, Jack	Austin-Healey		3
9	86	86	Stanley, Trenor	Corvette	6	
10	191	86.5	Devlin, Bob	Corvette	7	
11	164	91	Windhorst, Robert	Austin-Healey		4
12	212	94	Atkins, Bill	Mercedes 300SL		5
13	290	1L7	McGee, Jerry	Corvette	8	
14	78	7.5	Harn, Hugh	Corvette	9	
15	132	10	Hoffman, Bob	Corvette	10	
16	120	23	Saylor, Arthur	Corvette	11	
17	125	55	Burbridge, John	Corvette	12	
18	221	89	Brent, Steve	Corvette	13	
19	71	89.5	Briggs, Carl	Mercedes 300SL		6
20	130	106	Parsons, Charles	Austin-Healey		7
21	95	107	O'Neill, Thomas	Austin-Healey		8
22	35	110	Latta, Frank	Austin-Healey		9
23	74	111	Drew, Earl	Austin-Healey		10
24	99	2L71	Hively, George	Austin-Healey		11
25	252	112	Coffin, James	Austin-Healey		12

DNF—2, Max Gordon, A-H, ?; 51, Bob Winkelman, M-B, ?; 83, David Kyte, Corvette, black-flagged, erratic driving; 141, Scott Briley, Corvette, hole in radiator, overheating; 169, Gene Morgan, Corvette, overheating; 231, Jack Cairns, Corvette, broken gear ring.

RACE 15—Modified under 1500cc. Main event. Time—43.22. Laps—25. Avg. —76.1. Miles—55.

					F	G	H
1	88		McAfee, Jack	Porsche RS	1		
2	50	19	Miles, Ken	Porsche RS	2		
3	29	69	Playan, Joe	Porsche RS	3		
4	12	101	Beagle, Eldon	Porsche RS	4		
5	44	1L41	Monise, Frank	Lotus Cli. Ck. XI		2	
6	27	59	Conklin, Skip	Lotus Mk. XI		1	
7	222	108	Peters, John	Porsche Spyd.	5		
8	8	2L7	Miller, Dusty	Maserati 150S	6		
9	39	15	Lowe, James	Lotus Cov. Climax		3	
10	152	16	Evans, C. W.	Lotus Cov. Climax		4	
11	40	40	Davis, John	Porsche 550 Spyd.	7		
12	26	76	Kerns, Alan	MG Special	8		
13	97	3L61	Scott, Bill	MG TD	9		
14	42	76	Teague, T. C.	MG TC	10		
15	20	78	Jones, Harry	Devin Crosley			1
16	66	85	Molle, Dr. Wm.	Fairchild Panhard			2
17	207	87	Miller, Don	Crosley Special			3
18	63	5L2	Aldhous, Frank	Fiat-Abarth Zag.			4
19	104	10	Wheeler, Bill	Panhard		5	
20	32	11	Holbrook, Bob	Crosley Special			5
21	46	44	Starbuck, Jim	Moretti			6
22	116	6L74	Schroeder, Chuck	Lotus Cov. Climax		6	
23	260	11L140	Verrecchia, Rico	DKW Fratelli Spl.		7	

DNF—28, Morry Stilwell, Crosley, lost oil pressure; 100, Johnny McLaughlin, OSCA, oil in distributor; 225, Robert Snow, Crosley, overheating and given black flag for going too slow.

RACE 17—Modified over 1500cc Main event. Time—42.04. Laps—25. Avg. —78.4. Miles—55.

					B	C	D	E
1	16		Reventlow, Lance	Scarab Corvette	1			
2	70	8	Balchowsky, Max	Balchowsky Spl.	2			
3	211	9	Ginther, Richie	Ferrari TR			1	
4	11	83	Von Neumann, John	Ferrari 750 TR			2	
5	188	93	McAfee, Jack	Porsche SS				1
6	184	1L54	Livingstone, Frank	Eliminator		1		
7	18	95	Blackwell, Carlyle	D-Jag		2		
8	54	2L65	Carveth, Rod	Aston Martin DB3S			3	
9	33	3L52	Muse, William	Frazer-Nash Bristo.				2
10	232	78	de Creeft, Wm.	Aston Martin DB3S			4	
11	158	5L50	Duncan, George	Triumph Devin				3
12	68	6L31	Sohus, Robert	Reynolds Wrap		3		
13	199	11L8	Palmini, Robert	Corvette	3			

DNF—5, Johnny Rogell, T-Bird, clutch out; 14, Jack Grimm, Ferrari, engine seized; 23, John Timanus, Lotus, flipped on Turn 6; 53, Chuck Kessinger, Maserati, fuel pump trouble; 69, Dan Gurney, Ferrari, ring-and-pinion out; 122, Dave Dunbar, Fubar Spl., ?; 180, Bill Atkins, A-H, clutch blew; 204, Don Hulette, Jag. Spl., clutch blew; 271, Reg Wilson, Volvo Spl., fuel pump trouble; 711, Bill Dixon, Chrysler Spl., overheating.

Scarab, M'Afee Race Victors

(Continued from Page 1)

of the pair, sustaining many broken bones.

Winner of yesterday's 10-lap feature skirmish, Riverside's Dan Gurney, was sidelined in Frank Arciero's 4.9 Ferrari today when his mount's differential ring-and-pinion yielded. Oddly, today's winner, Reventlow, experienced differential problems that knocked his Scarab out yesterday.

Jack McAfee, unquestionably back in all-time peak form, administered a sound thrashing to arch-rival Ken Miles, taking a 19-sec. verdict today following yesterday's 6-sec. win, both gunning Porsche RS machines as usual. McAfee averaged 76.1mph for today's 25-lapper and yesterday 10-lapper.

Next CSCC meet is June 28-29 at Riverside Int'l Raceway.

Bill Love continued his winning ways among the small-bore productions when he guided his AC Bristol to the checkered ahead of Jimmy Moore's Porsche Carrera by 2 seconds, while Gordon Crowder's AC was third 5 seconds behind Moore in today's 15-lapper. Love also scored yesterday.

Ferrari GTs 1-3 bracketed Andy Porterfield's 2nd place Corvette in big-bore modified dicing today. Winner was Jim Connors in George Reis Jr.'s machine from Scottsdale, Ariz., recent Palm Springs winner when piloted by Ginther. E. Forbes-Robinson was 3rd behind Porterfield in the GT owned by Clark Keeney and Bill Woodward of Santa Barbara and Hawaii.

Josie McLoughlin made a triumphant return by taking the weekend's distaff dicing in her Ferrari TR. Linda Scott was 2nd.

SANTA BARBARA RACE SUMMARY, SUNDAY, JUNE 1

(Feature race charts elsewhere)

FORMULAS II, III & LIBRA (10 laps)—1. Ken Miles (Hollywood), Lago; 2. John McLaughlin (Duarte), Cooper; 3. Bob Drake (Hollywood), Cooper. Time, 17:57. Speed, 73.55m.p.h. Class Winners: II — George Beavis (Lynwood), Offy; III—McLaughlin; Libre—Miles.

MODIFIED CONSOLATION (10 laps) — 1. Lance Reventlow (Bev. Hills), Chevie Scarab; 2. John von Neumann (Sherman Oaks), Ferrari; 3. Jack McAfee (Hollywood), Porsche Spyder. 17:19. 76.25 m.p.h. Class winners: B—Reventlow; C—Drake, Chevie Aston; D—Von Neumann; E McAfee; F—McLaughlin, Osca; G—Jack Nethercutt (Los Angeles), Lotus; H—Bob Holbrook (Los Angeles), Crosley.

PRODUCTION MG UNDER 1500 CC (15 laps)—1. Ray Pickering (Torrance), MGA; 2. E. Forbes-Robinson (Glendale), MGA; 3. John Lumkin (Redondo), MGA. Time, 29.20. Speed, 67.45. Class winners: F—Pickering.

WOMEN'S RACE (10 laps)—1. Josie McLoughlin (Sherman Oaks), Ferrari; 2. Linda Scott (Malibu), A.C. Bristol; 3. Marion Lowe (Santa Cruz), Lotus. Time, 19.10. Speed, 68.95. Class winners: B—Shelby Hunsinger (West Los Angeles), Corvette; E—McLoughlin; F—Betty Shutes (Hollywood), Porsche Spyder; G—Lowe.

Hansgen Bridgehampton Winner in Lister-Jag

SOUTH HAMPTON, N. Y., June 1—The death of a popular driver and a legal hassle that almost stopped the program marred the SCCA's Bridgehampton sports car road races here today.

Victory in the feature went to Walt Hansgen, Westfield, N.J., Jag dealer gunning the Lister-Jag in which he's now won three SCCA features. He was trailed again to the checkered in a similar mount piloted by Ed Crawford, Chicago, who turned the fourth lap in new record time of 1:57.2, an average of 88mph. Ed Martin, Columbus, Ga., was third in a 3.8 Ferrari.

Hodge ..Brush, .Greenwich, ..Conn., manufacturing ..company .president, met death in today's second race when he lost control on the uphill turn leading into the straight and rolled three times in his Porsche Carrera. He had just switched to that model after driving slower Porsches for about 1½ years.

New York's "Blue Laws" prohibiting professional sports on Sundays, except where local ordinances permit, were involved in the legal difficulties. Actually, this township had recently voted in favor of Sunday races, but the required time had not yet elapsed for the ordinance to become effective. Meanwhile, someone protested to the Governor, who quickly redirected the complaint to the local level.

Sheriff Charles Dominy of Suffolk County ultimately arrested Bernard J. Corrigan, president of the Bridgehampton Road Races Corp., although originally announced he'd arrest participating drivers. Corrigan was paroled after pleading "not guilty," and court proceedings scheduled later.

ROAD-E-O AT VEGAS

LAS VEGAS, Nev., June 8 — Some 100 deliveries of new Mercedes-Benz roadsters were made here within the last three days during the National Road-E-O staged by Studebaker-Packard Co., which distributes the German marque in the United States.

Volkswagen Owners QUIZ

1. Does your stock VW seem sluggish in the morning (or evening or any other time)?
2. Are you frustrated by having to reduce your cruising speed when encountering hills or headwinds?
3. Do you get fidgety when you can't pass cars on the highway as fast as you would like?
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SPORTS CARNIVAL SET JUNE 15 AT DEVONSHIRE

Plans for the Las Patroncitas Guild of the Valley Presbyterian Hospital's annual Sports CARnival on Sunday, June 15, at Devonshire Downs in Northridge, have been completed. Top men in the sports and foreign car field, Four Cylinder Club, Classic Car Club, The Vintage Car Club, The Horseless Carriage Club, the Sheriff's Department and many more are helping to make this an outstanding event.

Bill Levy, president of the Four Cylinder Club of the San Fernando Valley, will supervise the gymkhana. On Bill's committee making plans for this exciting gymkhana which will thrill the spectators are Mike Thornton, Louis Griffen, Dick Henderson and Bill Henning.

TEEVEE personality Bill Leyden is shown at speed in the former Ernie McAfee OSCA. Leyden, 2nd in the recent Triple-R pro sports car race feature at Hourglass Field, is considered certain entry for the City of Hope "Race for Lives" program July 4 at Orange County Fairgrounds. He recently acquired Jag SS and may also compete in that marque.

City of Hope 'Race for Lives' Looms as Top RRR Event July 4

SANTA ANA, June 9 — The Triple-R "go for dough" sports car racing brigade, which hasn't really hit a "big lick" in its meets to date, may pick off a healthy plum here July 4 when it dices under auspices of the famed Duarte charitable hospital, City of Hope.

Charity workers hope to sell 10,000 "Race for Lives" advance tickets at $2. With RRR's share 30% of half the gate receipts, a guaranteed purse in excess of $1500 looms.

RRR claims it has newly signed Jack Bates and Frank (Duffy) Livingstone, noted amateur drivers, the former in a 1958 Corvette SS and and the latter in his famed hotrod-appearing Eliminator. Too, the 500cc Club of America will participate, with it drivers having prearranged for its purse share to swell the City of Hope's treasury.

Entry forms and more data may be secured from Dr. Richard McClure, FRontier 5-2549, or Art Evans, Jr., SYcamore 3-5054.

Meet Set July 5-6

LUBBOCK, Tex., June 9 — A 2-mile course here at the Municipal Airport will be the site for the SCCA regional road races July 5-6 staged by the South Plains Sports Car Club in conjunction with the Lubbock Jaycees.

Linda Scott Tops Women's Standings

Linda Scott's leap from third into first was the only lead change recorded in MOTORACING's Pacific Coast racing point standings as compiled to date by Eric Hauser following Santa Barbara action.

Max Balchowsky's splendid 2nd-place finish to Lance Reventlow enabled him to leap from 7th to 4th in the big-bore modified group. Points are awarded on a 6-5-4-3-2-1 basis for Saturday and Sunday racing. In certain rare exceptions extra points are awarded arbitrarily to equalize class inequities.

MODIFIED OVER 1500 CC

1.	Richie Ginther	Ferrari	41
2.	John von Neumann	Ferrari	29
3.	Dan Gurney	Ferrari	18
4.	Max Balchowsky	Buick	16
5.	Bob Oker	Aston-Martin	14
6.	Carroll Shelby	Maserati	11
7.	Lance Reventlow	Scarab	10
8.	Jim Pflueger	Fury Spl.	9
9.	Ray Jones	Ferrari	9
10.	Sam Weiss	Ferrari	7
10.	C. S. Howard	Maserati	7
10.	Frank Livingstone	Chev. Spl	7

MODIFIED UNDER 1500CC

1.	Jack McAfee	Porsche	60
2.	Bob Oker	Willment	27
3.	Eldon Beagle	Porsche	26
4.	Joe Playan	Porsche	18
5.	Ken Miles	Porsche	15
6.	Skip Conklin	Lotus	12
7.	Lance Reventlow	Cooper	10
7.	Bob Burns	Porsche	10
8.	Frank Monise	Lotus	9
8.	Erv Lehr	Porsche	9

WOMEN'S COMPETITION

1.	Linda Scott	AC Bristol	22
2.	Marion Lowe	Lotus	20
3.	Barbara Windhorst	Morgan	17
4.	Betty Shutes	Porsche	15
5.	Loretta Richert	Porsche	13
6.	Josie McLaughlin	Ferrari	12
6.	Charlotte Duncan	Lotus	12
7.	Shelby Hunsinger	Corvette	10
7.	Prudence Baxter	Austin-H	10

PRODUCTION UNDER 1500CC

1.	D. D. Michelmore	Porsche	36
2.	Jimmy Moore	Porsche	35
3.	Don Dickey	Porsche	32
4.	Ed Vincent	Porsche	17
5.	Dick Bellows	Porsche	14
5.	Emil Pardee	Porsche	14
5.	Ray Pickering	MGA	14
6.	E. Forbes-Robinson	MGA	12
7.	John Lumkin	MGA	10
7.	Gil Geer	Porsche	10
7.	Jack Woodward	Porsche	10

PRODUCTION OVER 1500CC

1.	Andy Porterfield	Corvette	38
2.	Bill Love	AC Bristol	36
3.	E. Forbes-Robinson	Ferrari GT	23
4.	Lew Spencer	Morgan	21
5.	Jim Connor	Ferrari GT	20
6.	Gordon Crowder	AC Bristol	17
7.	Bill Klingensmith	AC Bristol	16
7.	Bob Winkleman	300SL	16
8.	Hal Sharpe	Corvette	15
9.	Ron Bucknum	Porsche	13

"FIREBALL" FIRST

TRENTON, N.J., May 30 — Steering a 1957 Chevrolet, Glen (Fireball) Roberts of Daytona Beach, Fla., won the NASCAR "Northern 500" late-model stock car race here today in new record time of 5 hrs. 55min. 15sec., an average of 84.522mph. He assumed the lead on the 120th circuit and was never headed.

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Spares include new front shocks, set exhaust valves, cylinder head etc. Has near new tires (converted 6:00x16). Sun roof. Needs minor body work, paint and front seat upholstery. Complete factory work shop and parts manual, $300. KRM 706 Ken Nichols, 10710 Camarilla, North Hollywood, ST. 7-7275.

Ferrari, Monza

Chassis No. 498M. 3.5 reconditioned completely. Portago engine No. 578M. Body and car throughout in perfect condition. Will sacrifice, $6500.00. Just received new 3.8. Reply P. O. Box 1561, Columbus, Georgia.

1958 ALFA ROMEO Sprint Coupe. Floor shift. 9,000 miles — never raced or dented. Due to recession must sell—$3250.00. Will sell complete Rally setup for car for extra $100. Rolf Donahower, 2670 Monroe St., Long Beach, Calif. TE. 5-3659.

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BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

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'58 Corvette Hard Top

4 speed box, posa traction, Safety tires. Never raced. HO. 7-3918 eves., or write Stephenson, 1605 N. Martel, Hollywood.

1957 TRIUMPH TR3 hard top convertible, loaded with all the extras. Radio, heater, jumpseat, etc. Beautiful shape. $2295. 13359 Weddington, Van Nuys, Calif. ST. 8-1692.

M. G. SPECIAL No. 42. (At Santa Barbara). $1200, with trailer. Lots of good M. G., T. F. & T. D. parts. T. C. Teague, 2908 Strand, Manhattan Bch., FR. 2-5285.

1956 A. C. Ace engine and transmission. 26,000 miles. Recent valve job. Condition of engine fair. $250. Mike. OL. 3-2317. L. A.

ASTON MARTIN DB 2-4 coupe 56. Alfin brakes, Michelin X tires, radio. Sac. for $4395.00. 5841 Colfax Ave., No. Hollywood, Calif. PO. 6-2956

COOPER CLIMAX 1100cc

Engine completely rebuilt for this season. Valve job before Palm Springs. Two trophies out of last three races. Engine balanced, cammed and high compression. All engine work by John Crosthwaite. Includes some tires, extra rear end ratio, trailer, a few spares. $3695 asking.

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Box 721, La Jolla, California
GLencourt 4-4461

LOTUS XI

Coventry Climax 1100 cc engine. Very fast and reliable Class G winner. Many extras. Ignacio Lozano, 100 Via Dijon, Newport Beach, Calif. ORiol 3-8774.

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1 race car less engine. Tubular chassis, all alum. body. Swing axle with inboard brakes. Quick change rear end, spare parts. Trailer. Can be fitted with Corvette or just about any. Shown in Aug. '56 Road and Track Pg. 52. (was called the GR125SL.) Fantastic buy. Must see to appreciate.

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EMpire 3-5081
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MERCEDES 300 SL 1956. 19,000 miles. Never raced, full factory comp. mods. mag. wheels, cam, etc. Purchased new by Bob Fergus of Columbus to race but changed plans, 2nd owner now deceased. Selling car for estate. Best offer over $5400. Chas. Dietrich, 2055 Cleveland Rd., Sandusky, Ohio, MA 6-1061.

LOTUS MK IX 126. Stage II Coventry Climax engine, ported, balanced, Isky cam and valve springs, and all latest factory modifications. 4.7 to 1 rear end. Car is rugged and dependable with a good record. Brakes are terrific. Maintained by my own shop which is the best sports car shop in Texas. $2750 with Borrani and 3 Rudge wheels. Woody Boyles, Precision Automotive, 3405 Ross Ave., Dallas, Texas. Taylor 7-0831.

FERRARI 250 Granturismo delivered 1958 Cognac color, light tan interior, chrome wheels, 7000 miles, concourse condition, used as demonstrator. Price $8750. Reply Martin Motors, P. O. Box 1561, Columbus, Georgia.

'55 MORETTI COUPE
With new Ferry 850 Renault. Easily mod. to H. New paint. 5 near new Pirelli tires. Aluminum body. Total weight 1100 lbs. Less than 2000 mi. $3150.00. Gary M. Hathaway, OX. 9-1132.

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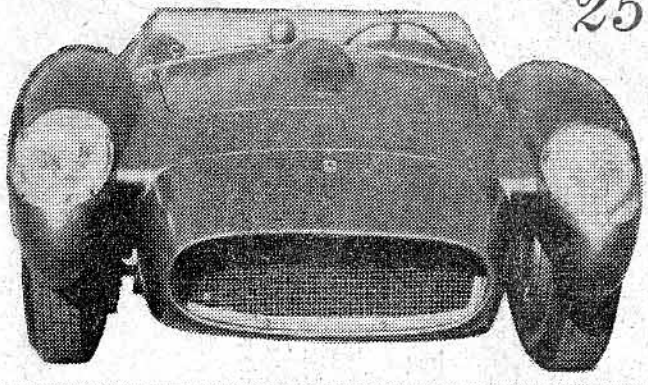
TIME VALUE–NEWS

Ferrari *introduces the 3-litre*

250 Testa Rossa



The 250 Testa Rossa combines the race-proven Testa Rossa chassis with the successful and cultured 12-cylinder, 3-litre racing engine. The car now has 300 h.p. at 7200 r.p.m. The engine is fed by six dual-throat carburetors. All four speeds synchromeshed (Porsche type) and oil cooling radiator.

Ferrari 250 Gran Turismo

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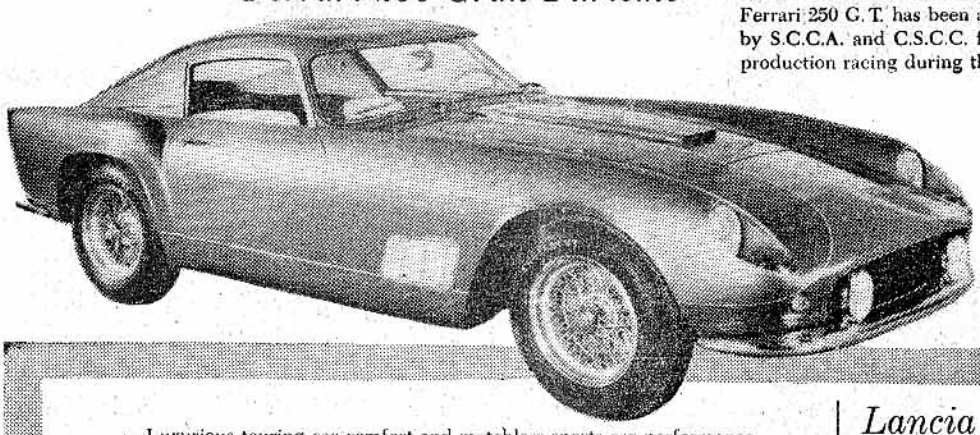
Ferrari 250 G. T. has been approved by S.C.C.A. and C.S.C.C. for Class "D" production racing during the 1958 season.



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